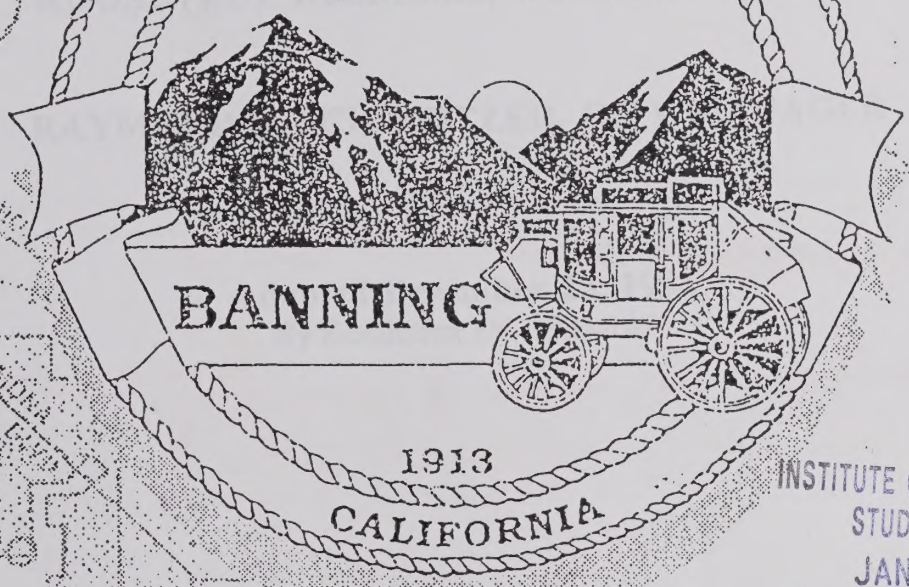
City of Banning



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CIRCULATION ELEMENT

CITY OF BANNING

CITY COUNCIL

DON SMITH, MAYOR
DAVE LEWIS, MAYOR PRO-TEM

JOSEPH LUSCKO, COUNCIL MEMBER
JOHN HUNT, COUNCIL MEMBER
ROOSEVELT WILLIAMS, COUNCIL MEMBER

RAYMOND D. SCHWEITZER, CITY MANAGER

Adopted December 13, 1994
By Resolution No. 1994-147

Prepared by

City of Banning Engineering Staff
Paul Toor, City Engineer
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City of Banning Planning Staff
Roger Derda, Community Development Director

Riverside County Transportation Department Staff
Transportation Planning and Systems Management Division
Edwin D. Studor, Transportation Planning Manager
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RESOLUTION NO. 1994-147

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING ADOPTING THE AMENDMENTS TO THE CITY'S CIRCULATION ELEMENT OF THE GENERAL PLAN.

The City Council of the City of Banning does hereby approve and resolves as follows:

Section 1.

That the Circulation Element of the City's General Plan be amended in accordance with attached Exhibit "A".

Section 2. Severability

If any section, subsection, sentence clause, phrase or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council of the City of Banning hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portions thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.

PASSED, APPROVED, AND ADOPTED this thirteenth day of December, 1994.

Don Smith

DON SMITH, MAYOR
City of Banning, California

APPROVED AS TO FORM
AND LEGAL CONTENT:

JOHN F. WILSON, ESQ.
City Attorney

CERTIFIED TO BE A TRUE AND CORRECT COPY OF THE ORIGINAL DOCUMENT ON FILE IN THE OFFICE OF THE CITY CLERK
BY Marie A. Calderon
TITLE Deputy City Clerk
DATE 1-13-95

ATTEST:

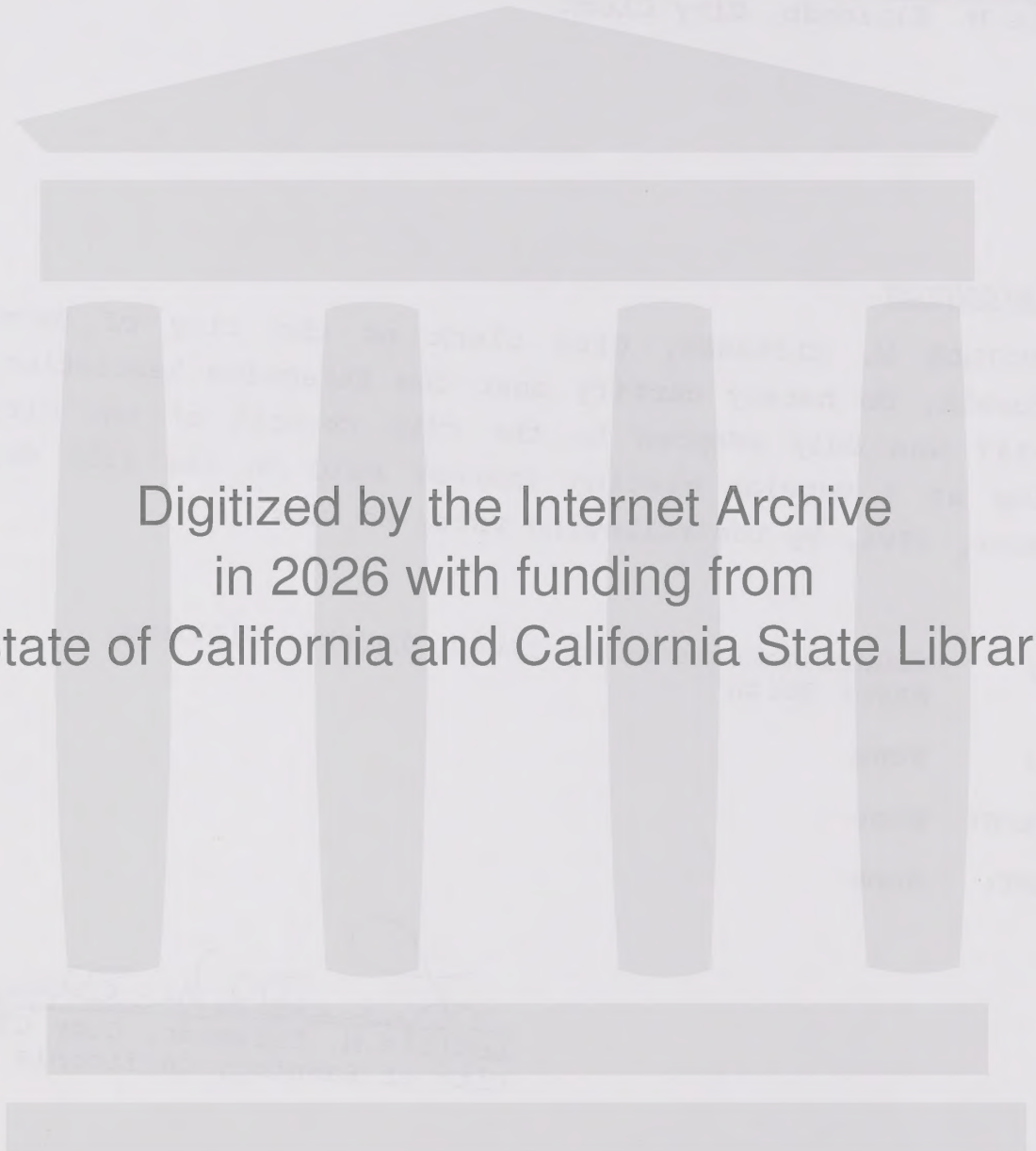
Lucille M. Elizondo, City Clerk

CERTIFICATION

I, LUCILLE M. ELIZONDO, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 1994-147 was duly adopted by the City Council of the City of Banning at a Regular meeting thereof held on the 13th day of December, 1994, by the following vote, to wit:

AYES:	Councilmembers Hunt, Lewis, Lucsko, Williams, Mayor Smith
NOES:	None
ABSTAIN:	None
ABSENT:	None

Lucille M. Elizondo, City Clerk
City of Banning, California



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EXECUTIVE SUMMARY

In 1991, the City of Banning contracted with the County of Riverside Transportation Department to provide a comprehensive update of the Circulation Element for the City of Banning. This cooperative effort has provided an up to date planning document for the City while keeping costs low and efficiently using City of Banning and County resources.

The City of Banning Circulation Element Update covers the entire City of Banning planning area including the City's Sphere of Influence.

Banning's Circulation policies for all streets within the Circulation Element is to provide a Level of Service (LOS) "C" and LOS "D" at Freeway interchanges that will allow a smooth flow of traffic for all planned transportation facilities. The proposed street designations and widths will provide for this Level of Service.

Alternative modes of travel are also provided for in this Element, as are Scenic Routes and Parking Facilities.

In general, the updated Circulation Element provides revised mapping showing various upgrades, deletions, and/or additions to the existing circulation system in the City of Banning. The revised Circulation Maps have been prepared by the Riverside County Transportation Department Geographic Information Systems (GIS) Division. Use of GIS allows the most up to date technology for mapping production.

The Proposed Circulation Element includes planning for four (4) regional east/west corridors, existing Interstate 10, and five (5) regional north/south corridors within the City of Banning and it's Sphere of Influence.

The Element includes ten (10) future bikeways in the City, 43 signal improvements, eight (8) interchange improvements, two (2) grade separations, and 17 new bridges or culverts.

Additionally, several funding mechanisms are identified for completion of the proposed circulation system.

Policies for compliance with the South Coast Air Quality Management District (SCAQMD) Regulations and the Congestion Management Plan (CMP) are included in the Element.

To ensure that this plan is utilized fully by the City, the Element includes an Implementation Plan.

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INTRODUCTION

The Government Code of the State of California, Section 65302, requires the inclusion of a Circulation Element as a mandatory element within each local jurisdiction's general plan . The Circulation Element is not only a transportation plan but an infrastructure plan that identifies issues related to the transportation and distribution of people, goods, energy, water, sewage, storm drainage, and communications. The provisions of a Circulation Element support the goals, objectives, policies and programs of the land use element, and in turn, the land use element is a reflection of the community's circulation system and the planning programs for that system. These provisions of a Circulation Element affect a community's physical, social, and economical environment in the following ways:

Physical: The Circulation System is one of the chief generators of development patterns and the potential impacts on environmental components.

Social: The Circulation System is a primary determinant of the development pattern that has a major impact on the areas and activities that it serves. The system should be acceptable to all segments of the population, including the disadvantaged, the young, the poor, the elderly and the handicapped.

Economic: Economic activities require the circulation of materials, goods, and products, and thus the viability of the community is directly affected by the Circulation Element. Therefore, it is important for the community to coordinate the Circulation Element with the regional transportation system.

I. CIRCULATION GOALS

1. To develop and maintain a well-balanced circulation system which will provide for the economical, efficient and safe movement of people and goods within the City of Banning and the region.

2. To develop and maintain a circulation system that is compatible with the environment and serves the needs of current and future land uses.

3. To utilize existing infrastructure and public services to the maximum extent and provide for the logical, timely and economically efficient extension of infrastructure and services.

4. To develop and maintain a Level of Service "C" as defined by the Highway Capacity Manual.

II. ISSUES AND OBJECTIVES

Local government has the responsibility of supplying essential public facilities and services, implementing regulations in the interest of public health and safety, and providing for the general welfare of the community. Ensuring that the availability of public services is integrated with the desires and needs of the existing and future city residents is the primary planning responsibility.

While the existing circulation system in the City of Banning is adequate, the City has the potential to experience tremendous urban growth. As a result, the City has chosen to reassess the circulation needs as a function of planned growth. This document analyzes the existing and planned growth, the existing and planned circulation system, and projects future needs. The Circulation Maps (Figures 4 and 5) depict the general location of transportation facilities, bridges, scenic and bicycle routes.

The determination of future locations of streets was based on an analysis of several factors, including current streets and improvements; the adopted Circulation section in the Banning General Plan; the physical constraints; and the regional population forecasts and future traffic anticipated from that forecasted population.

Additionally, bicycle use in the United States is on the rise because of increased fuel costs, increased pollution and increased congestion. The City of Banning has many opportunities to provide bicycle facilities as an alternative mode of transportation for its many residents. A system of bikeways and facilities will be developed through the implementation of the City's General Plan policies and standards. Bicycle facility improvements have been identified on Figure 5.

OBJECTIVE NO. 1
Analyze existing street and traffic conditions and reduce or eliminate potential impacts through implementation of the Banning Circulation Element and appropriate Ordinances.

OBJECTIVE NO. 2
Provide a safe network of interconnecting bicycle and pedestrian routes within the City of Banning and the region as a whole.

OBJECTIVE NO. 3
Monitor land use and economic trends so that the Banning Circulation Element can be amended to reflect these changes.

OBJECTIVE NO. 4
Maintain the existing circulation patterns while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

OBJECTIVE NO. 5
Encourage the use of street improvement financing mechanisms which equitably distribute the costs of street improvements among those who benefit from the street improvements.

OBJECTIVE NO. 6
Actively pursue grants, and federal and state funding to implement improvements based upon traffic and circulation needs.

OBJECTIVE NO. 7
Safe and efficient traffic movement shall be the subject of continued effort by the city.

III. POLICIES

A. CIRCULATION DEFINITIONS

1. Interstate

Interstates are major transportation routes connecting more than one state. Interstate 10, the major transportation route through the City of Banning, follows the traditional east - west corridor connecting Banning to coastal southern California, the eastern desert communities; as well as connecting southern California to the Arizona, New Mexico, Texas and the Gulf States. As such, this route carries a significant amount of traffic through the City of Banning. Average Daily Traffic (ADT) on Interstate 10 ranges from 73,000 to 82,000 vehicles per day within the jurisdiction of the City of Banning (January 1994, Caltrans).

2. State Highway

State Highways are major circulation routes used for travel within a state or region. State Highway 243 connects the City of Banning and Interstate 10 to the mountain resort community of Idyllwild. The designated State Highway begins on Eighth Street south of Interstate 10 and runs south to Lincoln Street, east on Lincoln Street to San Gorgonio Avenue to the City Limits where it becomes the Banning-Idyllwild Panoramic Highway. State Route 243 ADT at Interstate 10 is 5,500 vehicles per day (January 1994, Caltrans).

3. Major Highway (Arterial Street)

A Major Highway or arterial street is primarily for through traffic with limited access. Arterials should connect residential, shopping, employment and recreational activities; however, this facility should not encroach upon neighborhoods. Arterials should provide for high operating speeds and levels of service. Operating speeds on Arterials should be 40-45 mph during the off-peak period and 30-35 mph during the peak period. Left and right turn bays should be provided at all intersections. Arterials through commercial land use designations should provide a continuous two-way left turn lane. Arterials should also provide left turn storage bays at all intersections, curb, gutter, sidewalk, and where feasible, medians should be landscaped to enhance surrounding land uses.

Arterial streets are designated as Major Highways in the Circulation Element. The standard Right-of-Way for an arterial street is 100 to 134' (see Figure 1 for Major Highway Standard Section). Arterials are designed for four (4) to six (6) lanes. See Table I for Capacities of Banning General Plan Streets.

The existing City of Banning General Plan does not designate any East/West routes as major Highways, however, the following North/South streets are designated:

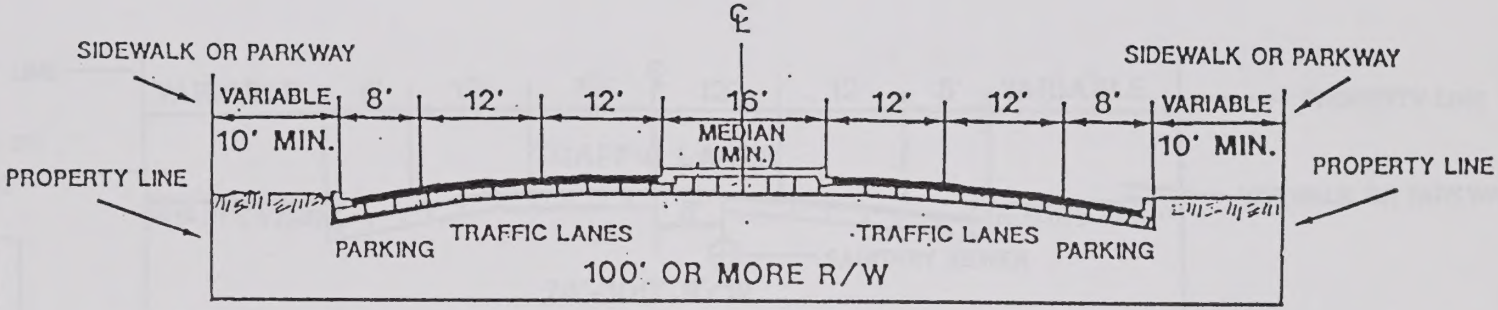
Highland Springs Avenue, North and South of Interstate 10
Highland Home Road, Cherry Valley Boulevard to southerly City Limits
Sunset Avenue, Gilman Street to Porter Street.

4. Secondary Highway (Collector Street)

Secondary Highways (collector streets) primarily receive traffic from arterials and distribute the movement within residential, commercial and industrial land use designations. Collectors may penetrate, but should not have continuity through residential areas. Collector streets operate at lower capacity and design speeds than arterials. Collector streets are designated as a Secondary Highway within the Circulation Element. The standard Right-of-Way for a collector street is 80' and the street width is between two (2) and four (4) lanes, curb, gutter and sidewalk (see Figure 2 for Secondary Highway Standard Section). See Table I for Capacities of Banning General Plan Streets.

TABLE I
Roadway Capacities for General Plan Roads

Roadway Classification	Roadway Width	Number of Lanes	Maximum Two-Way Average Daily Traffic Volume Level of Service		
			"C"	"D"	"E"
General Local	60	2	12,800	14,400	16,000
Secondary Highway	80	4	24,000	27,000	30,000
Major Highway	100	4	30,400	34,200	38,000
Major Highway	110	6	47,200	53,100	59,000
Major Highway	134	8	62,400	70,200	78,000



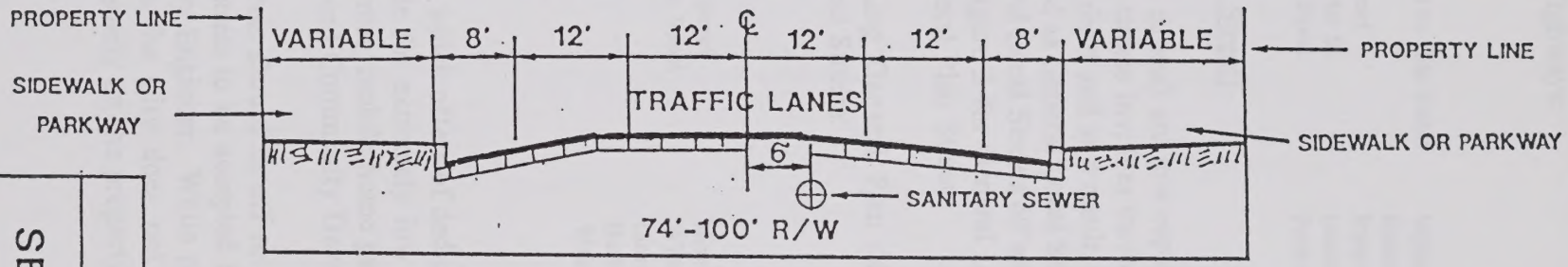
COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.
MINIMUM PAVING THICKNESS TO BE 4" ASPHALT CONCRETE OVER 6" CLASS II BASE.

TRANSVERSE SLOPE

MINIMUM - 1 1/2%.
PREFERRED - 2%.
MAXIMUM - 3%.

MAJOR HIGHWAY

FIGURE 1



NORMAL LOCATION OF UNDERGROUND UTILITIES STD. NO. W730

COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.

MINIMUM PAVING THICKNESS TO BE 3" ASPHALT CONCRETE OVER 4" CLASS II BASE.

TRANSVERSE SLOPE

MINIMUM - 1 1/2%
PREFERRED - 2%
MAXIMUM - 3%

CROWN OF STREET TO BE AT CENTERLINE.

SECONDARY HIGHWAY

FIGURE 2

The existing City of Banning General Plan designates the following North/South and East/West routes as Secondary Highways:

North/South	East/West
Highland Springs Avenue, Ramsey Street to 16th Street	Wilson St., Highland Springs Ave. to Hathaway St.
22nd, Gilman Street to Porter Street	Ramsey Street, Highland Springs Ave. to Fourth St.
Eighth Street, Gilman Street to Porter Street	Ramsey Street, Martin Street to Interstate 10
San Gorgonio Avenue, Gilman St. to Porter St.	Lincoln Street, Highland Springs Ave. to Sunset Ave.
Hargrave Street, Gilman Street to Porter Street	Porter St., Highland Spr. Ave. to easterly city limits

5. General Local Street (Local Street)

General Local Streets (local streets) are low capacity facilities which provide direct access to property. Movement on local streets involves traveling to and from a collector facility. Trip length on local streets should be short and as a result, volumes should be low and design speeds slow. Local streets are designated as General Local Streets within the Circulation Element. The standard Right-of-Way for General Local Streets 60' and the facilities are generally two (2) lanes, curb, gutter and sidewalk (see Figure 3 for General Local Street Standard Section). See Table I for Capacities of Banning General Plan Streets.

The existing City of Banning General Plan designates the following North/South and East/West routes as General Local Streets:

North/South	East/West
Fourth Street, Ramsey Street to Wilson Street	Nicolet Street, Sunset Avenue to Hathaway Street
Hathaway Street, Gilman Street to Porter Street	Williams Street, Sunset Avenue to Hathaway Street
	Lincoln Street, Highland Springs Ave. to Sunset Ave.
	Barbour St., San Gorgonio St. to easterly city limits
	Westward Ave., Highland Springs Ave. to easterly city limits

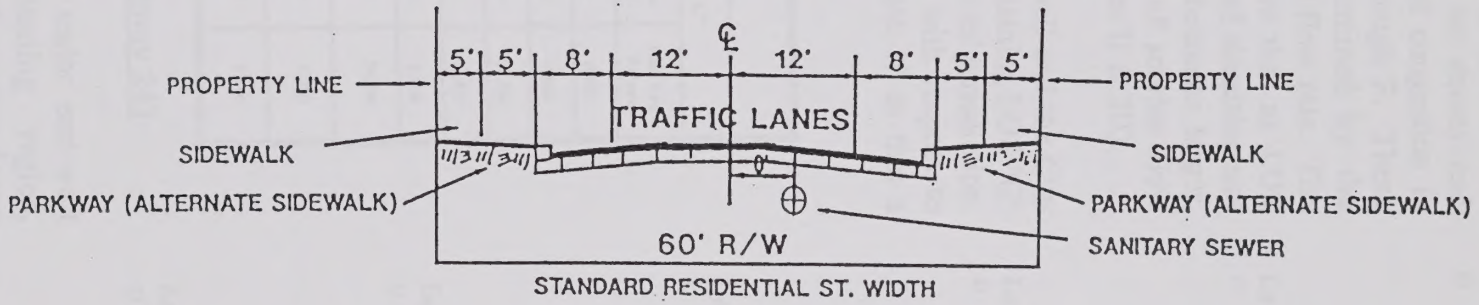
7. Private Street

Private streets are streets in which offers of dedication are not accepted for maintenance by the City. Private streets provide for extremely low capacity to only serve certain residential developments, such as hillside areas, mobile home parks and Specific Plan developments at the discretion of the City Engineer and Community Development Director.

Intersections with local streets should be off-set. There are no specific city standards for private streets; however, for a street to be accepted for maintenance by the City, it must meet standards determined by the City Engineer. While private streets may serve some needs, their use is not encouraged. Since the City does not maintain these streets, the liability and maintenance responsibility lies solely on the property owner.

GENERAL LOCAL

FIGURE 3



STANDARD RESIDENTIAL ST. WIDTH

NORMAL LOCATION OF UNDERGROUND UTILITIES STD. NO. W730

COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.

MINIMUM PAVING THICKNESS TO BE 3" ASPHALT CONCRETE OVER 4" CLASS II BASE.

TRANSVERSE SLOPE

MINIMUM - 1 1/2%
PREFERRED - 2%
MAXIMUM - 3%

CROWN OF STREET TO BE AT CENTERLINE

B. CIRCULATION NEEDS

1. Level of Service

Level of Service (LOS) analysis is used to evaluate congestion and delay on streets and highways. The relative level of congestion is evaluated on a scale from A through F. These levels, A through F, are determined by the average travel speed, density and flow rate. The speed-density-flow curves require that as LOS moves from A to F, the range of densities and speeds covered by each level becomes larger, while the corresponding range of service flow rates becomes smaller (See Tables II & III).

LOS A to C operate quite well and the City of Banning is committed to maintaining LOS "C" on all General Plan Streets within its' jurisdiction. The stated policy for Caltrans with respect to State Highway 243 and Interstate 10 is that a LOS "D" will be maintained.

TABLE II

Street Capacity - Level of Service "C"

Facility Type	Number of Lanes	Design Capacity	Maximum Capacity	Peak Hour Volume
Freeway	4	60,000	86,000	6,000
Freeway	6	96,000	138,000	9,600
Freeway	8	132,000	190,000	13,200
Expressway	4	50,000	80,000	16,800
Expressway	6	78,000	120,000	5,000
Major Highway	4	24,000	38,000	24,000
Secondary Highway	4	20,000	30,000	2,000
General Local Street	2	12,000	18,000	1,200

TABLE III

Operating Conditions for each Level of Service

Level of Service A

- Level A describes primarily free flow operations. Level A contains low volumes, high speed and speed not restricted by other vehicles, all signal cycles clear with no vehicles waiting more than one cycle. Specifically, the Volume to Capacity ratio is 0.00 to 0.60.

Level of Service B

- Level B also represents reasonable free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted and between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak periods. For LOS B, the Volume to Capacity ratio is 0.61 to 0.70.

Level of Service C

- Level C provides for stable operations, but flows approach the range in which small increases in flow will cause substantial deterioration in service. Between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak hours. Level C is the recommended ideal design. Volume to Capacity ratios from 0.71 to 0.80 represent LOS C.

Level of Service D

- Level D borders on unstable flow. In this range, small increases in flow cause substantial deterioration in service. Freedom to move within traffic stream is severely limited. 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak periods. The Volume to Capacity ratio is 0.81 to 0.90.

Level of Service E

- Operations in this level are extremely unstable because there are virtually no usable gaps is the traffic stream. 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak periods. LOS E Volume to Capacity ratios are from 0.91 through 1.00.

Level of Service F

- Level F describes forced or breakdown flow. Characteristics include long queries of traffic, unstable flow, stoppages of long durations and finally, traffic volume and speed can drop to zero. Additionally, the Volume to Capacity ratio is 1.01 and greater.

2. Interstate 10 and State Highway 243

Interstate 10 (I-10) is the major east-west thoroughfare within the Banning region, connecting western California to the eastern desert communities and extending eastwardly to the southwestern states. Although Caltrans is responsible for development and maintenance of this facility, I-10 has been designated as a component of the Riverside County Congestion Management Plan (CMP) System.

I-10 disrupts the internal circulation of the City of Banning as it bisects the City into distinct north and south communities. The need for improved circulation becomes more evident as further growth occurs. Thus disruption of north-south traffic may be reduced by construction of the proposed overcrossings, undercrossings, new and improved interchanges shown in TABLE IV, at right.

Presently, the Interstate 10/Ramsey Street interchange at the easterly edge of the City is limited to an exit from westbound freeway traffic and an entrance to eastbound freeway lanes. This is a major limitation to development in this region. Development of a full interchange at this location, including an overpass over the freeway and railroad line at the easterly end of Ramsey Street is proposed to open access to the commercial/industrial zone north and northeast of the airport.

Interstate 10 at Fields Road should be improved in the future to allow a greater separation distance from Seminole Road should future development occur and a traffic study warrants improvement.

Highland Home Road Interchange is expected to be constructed to alleviate projected congestion at Highland Springs Avenue due to approved development.

The remaining interchanges could be expected to be improved by installing ramp metering, widening the overcrossings, and/or installing signalization.

TABLE IV
INTERSTATE 10 INTERCHANGE IMPROVEMENTS

LOCATION	DESCRIPTION
Highland Springs Avenue	Improve existing Diamond Interchange
Highland Home Road	Construction of ON/OFF Ramps and Grade Separation
Sunset Avenue	Improve existing Diamond Interchange
22nd Street	Improve existing Diamond Interchange
8th Street	Improve existing Diamond Interchange
Hargrave Street	Improve existing Diamond Interchange
Ramsey Street	Construct grade separation and full interchange
Fields Road	Construct grade separation and full interchange

State Highway 243 connects Banning and I-10 to the mountain resort community of Idyllwild, State Route 79 and the San Bernardino National Forest. State Highway 243 is designated as a scenic route from the Banning City Limits 27.7 miles south to the community of Mountain Center, near Idyllwild. The City of Banning is committed to maintaining an LOS "C" for the portion of this street within the City.

Construction of the new High School at the corner of Westward Avenue and San Gorgonio Avenue has resulted in the need to relocate the alignment of State Route 243 through the City of Banning. The new alignment would accommodate anticipated traffic increases on State Route 243 while providing for High School students safety. Thus, the street needs to be realigned to maintain safety, LOS and efficient movement patterns. The alternative alignment proposed in this Circulation Element will follow the current alignment of 8th Street south of I-10 to the approximate location of Old Banning Highway and will then travel easterly to the alignment of State Highway 243 in the San Bernardino National Forest (See the Circulation Element Map, Figure 4). Once constructed, it is anticipated that the existing truck route designation will be shifted to this route from San Gorgonio Avenue.

3. Local Surface Streets

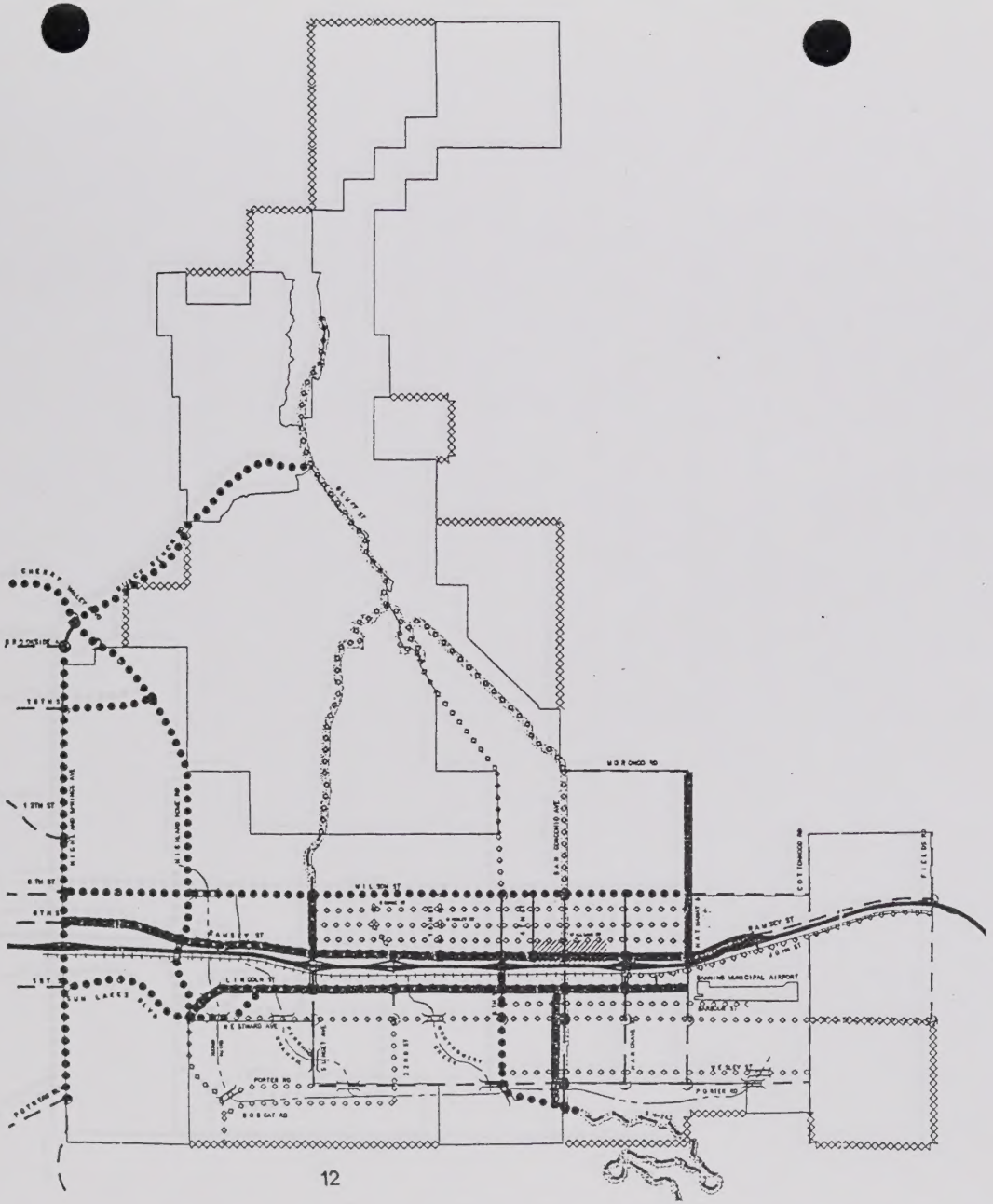
Although there will be significant increases in local traffic volumes as a result of development, capacities of existing or planned streets are not expected to be exceeded. Based on a review of traffic analysis prepared for major projects within the City, the Downtown Street Improvement Program, ultimate street configurations have been developed and are shown in TABLES V and VI, which follow.

TABLE V
East-West Thoroughfares

STREET SEGMENT	DESIGNATION	ROW (ft)
Wilson Street - Highland Springs Avenue to Hathaway Street	Major Highway	105
Wilson Street - Hathaway Street to Cottonwood Road	Secondary Highway	80
George Street - Sunset Avenue to Hathaway Street	General Local Road	60
Nicolet Road - Sunset Avenue to Hathaway Street	General Local Road	60
Williams Street - Sunset Avenue to Hathaway Street	General Local Road	60
Ramsey Street - Highland Springs Avenue to 4th Street	Major Highway	100
Ramsey Street - 4th Street to East of Martin Street	Special Design	70
Ramsey Street - East of Martin Street to Hathaway Street	Secondary Highway	80
Ramsey Street - Hathaway Street to Fields Road	Secondary Highway	80
John Street - Hargrave Street to Fields Road	General Local Road	60
Lincoln Street - Highland Home Road to Hathaway Street	Major Highway	100
Barbour Street - 8th Street to Banning Airport Entrance	General Local Road	60
Sun Lakes Boulevard - Highland Springs Avenue to Lincoln Street	Major Highway	105
Westward Avenue - Lincoln Street to easterly City Limits	General Local Road	60
Wesley Street - San Gorgonio Avenue to Park entrance	General Local Road	60
Porter Street - Highland Home Road to Sunset Avenue	General Local Road	60
Porter Street - Sunset Avenue to Park entrance	Secondary Highway	80
Bobcat Road - Highland Home Road to 22nd Street	General Local Road	60

FIGURE 4

CITY OF BANNING
CIRCULATION ELEMENT



LEGEND

- CITY OF BANNING SPHERE OF INFLUENCE
- CITY BOUNDARY
- MAJOR HIGHWAY (100'-134') SEE TABLES IX & XI
  ROAD ALIGNMENTS ARE APPROXIMATE
- SECONDARY HIGHWAY (80')
  ROAD ALIGNMENTS ARE APPROXIMATE
- GENERAL LOCAL RD (60')
  ROAD ALIGNMENTS ARE APPROXIMATE
- INTERSTATE 10
- RAILROADS
- SCENIC ROUTE
- TRUCK ROUTES
  NOTE: LIVINGSTON STREET IS ALSO DESIGNATED
- WATERCOURSE
- PROPOSED GRADE SEPARATION
- TRAFFIC SIGNALS
- DOWNTOWN STREET IMPROVEMENT AREA
  (SEE TABLE XII AND FIGURE 6)

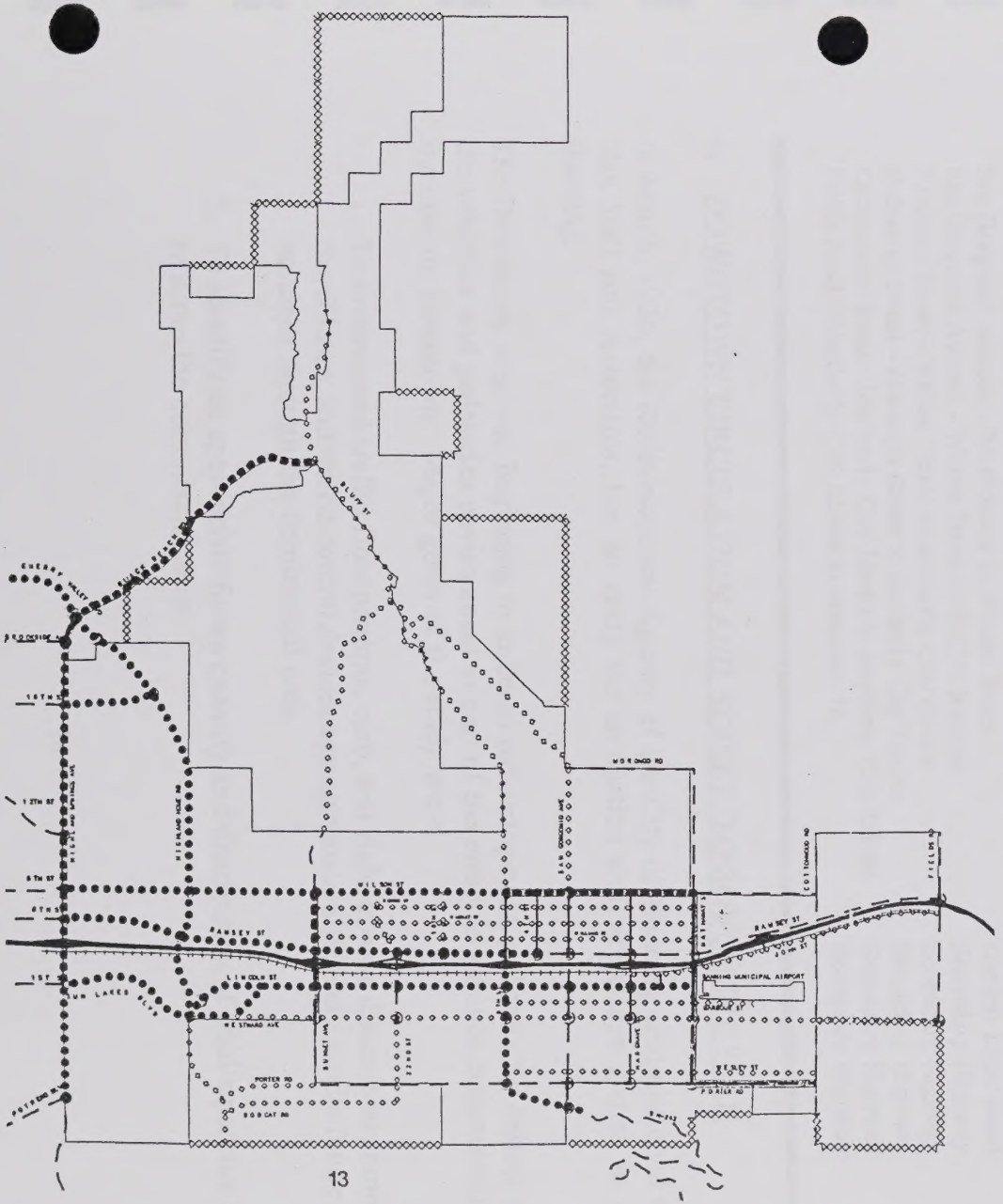
1" =5000'

ADOPTED DECEMBER 13, 1994
BY RESOLUTION No. 1994-147

This map was made by the Riverside County Geographic Information System. The map elements were produced by the Assessor and the Transportation an Land Management Agency which is comprised of the Administration, Aviation, and Information Resources divisions and the Building & Safety, Planning and Transportation departments. The County of Riverside assumes no warranty o legal responsibility for the information contained on this map. Data and information represented on this map is subject to update and modification. The Geographic Information System and other sources should be queried for the most current information.

FIGURE 5

CITY OF BANNING CIRCULATION ELEMENT BIKEWAYS



LEGEND

- CITY OF BANNING SPHERE OF INFLUENCE
- CITY BOUNDARY
- MAJOR HIGHWAY (100'-134') ROAD ALIGNMENTS ARE APPROXIMATE
- SECONDARY HIGHWAY (80') ROAD ALIGNMENTS ARE APPROXIMATE
- GENERAL LOCAL RD (60') ROAD ALIGNMENTS ARE APPROXIMATE
- INTERSTATE 10
- RAILROADS
- TRAFFIC SIGNALS
- CLASS I (PATH)
- CLASS II (LANE)
- CLASS III (ROUTE)

1" =5000'

ADOPTED DECEMBER 13, 1994
BY RESOLUTION No. 1994-147

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TABLE VI
North-South Thoroughfares

STREET SEGMENT	DESIGNATION	ROW (ft)
Highland Springs Avenue - Northerly City Limits to Interstate 10	Major Highway	110 - 134
Highland Springs Avenue - Interstate 10 to southerly City Limits	Major Highway	100
Highland Home Road - Northerly City Limits to Ramsey Street	Major Highway	120
Highland Home Road - Ramsey Street to Sun Lakes Boulevard	Major Highway	100
Highland Home Road - Sun Lakes Boulevard to southerly City Limits	General Local Road	60
Black Bench Road - Bluff Street to Highland Springs Road	Major Highway	100 - 134
Sunset Avenue - Northerly City Limits to southerly Sphere of Influence	General Local Road	60
Sunset Avenue - Northerly City Limits to Ramsey Street	Major Highway	100
Sunset Avenue - Ramsey Street to Bobcat Road	Secondary Highway	80
22nd Street - Wilson Street to Ramsey Street	General Local Road	60
22nd Street - Ramsey Street to Westward Avenue	Secondary Highway	80
22nd Street - Westward Avenue to Bobcat Road	General Local Road	60
16th Street - Wilson Street to Ramsey Street	General Local Road	60
8th Street - Bluff Street to Wilson Street	General Local Road	60
8th Street - Wilson Street to Ramsey Street	Secondary Highway	80
8th Street - Ramsey Street to San Gorgonio Avenue (SH243)	Major Highway	100
4th Street - Wilson Street to Ramsey Street	Secondary Highway	80
San Gorgonio Avenue - Bluff Street to Wilson Street	General Local Road	60
San Gorgonio Avenue - Wilson Street to SH243 junction	Secondary Highway	80
Hargrave Street - Wilson Street to southerly City Limits	Secondary Highway	80
Hathaway Street - Morongo Street to southerly City Limits	Secondary Highway	80
Cottonwood Road - Northerly City Limits to southerly City Limits	Secondary Highway	80
Fields Road - Northerly City Limits to Interstate 10	Secondary Highway	80

4. DOWNTOWN CIRCULATION AND STREET IMPROVEMENT PLAN

In March, 1984, the Redevelopment Agency of the City of Banning commissioned the firm of Van Dell and Associates, Inc. to study the circulation and streetscape system in Downtown Banning.

The Downtown area was beginning to undergo redevelopment, and the City desired to improve the vehicular and pedestrian environment as part of the effort to enhance commercial activity in the historic downtown. Major goals of the study were:

1. To recommend traffic flow patterns, curb, and right-of-way dimensions, number of travel lanes, and traffic control devices appropriate to efficiently handle future traffic volumes through the commercial area.

2. To identify an appropriate future quantity and distribution of public parking spaces to serve the commercial zone.

3. To recommend a beautification program including trees, paving, and street furniture to encourage pedestrian activity.

4. To promote Banning's historic theme of "Stagecoach Town U.S.A." by identifying a suitable program of signs and other theme elements.

Three alternative circulation patterns were developed to accommodate future traffic and presented to the public and the Redevelopment Agency.

The provisions of the downtown circulation plan, as here recommended, include (see Figure 6, and Table VII):

1. Develop one-way couplet on Livingston Street and Ramsey Street. Optional provisions are included to accommodate direct transitions in the eastbound direction for smooth access to and from Livingston Street.

2. New on-street parking will be provided on north-south streets. This parking will be limited to two-hour customer parking during normal working hours.

3. New public parking lots will be provided, conveniently distributed for access to the core of the commercial area currently most impacted by inadequate parking.

4. Signs will be provided at strategic locations to direct customer traffic to public parking areas.

5. Parking for future individual commercial developments must, by current code, be provided privately on-site. Shared parking arrangements should be encouraged wherever possible to limit driveway accesses that reduce potential on-street parking, and to decrease parking space requirements where business hours are concurrent.

TABLE VII

Downtown Circulation Street Improvement Plan

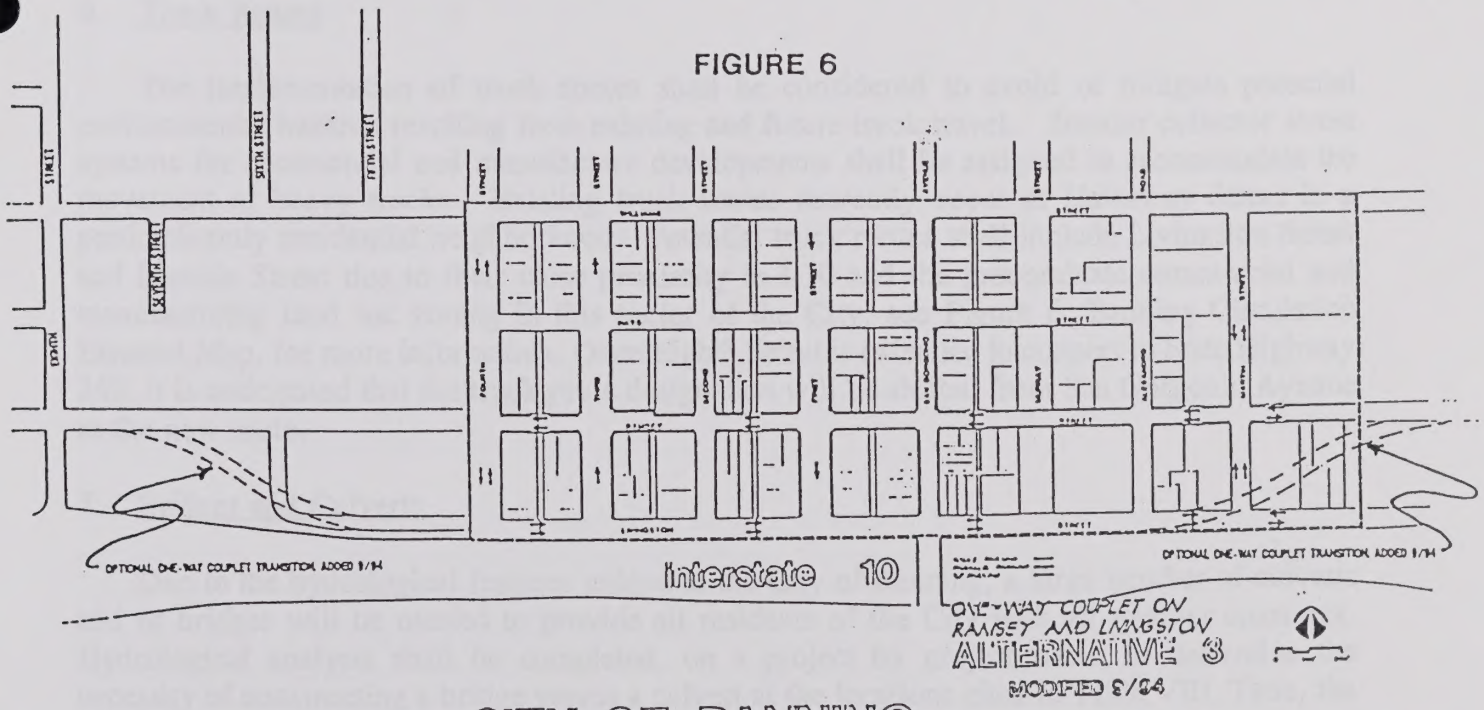
East-West Thoroughfares

STREET SEGMENT	DESIGNATION	ROW (ft)
Williams Street - 4th Street to Alessandro	General Local Road	60
Hays Street - 4th Street to Alessandro	General Local Road	60
Ramsey Street - 4th Street to 300' east of Martin Street	Special Design	70
Livingston Street - 4th Street to 300' east of Martin Street	Secondary Highway	80

North-South Thoroughfares

STREET SEGMENT	DESIGNATION	ROW (ft)
4th Street - Williams Street to Livingston Street	Secondary Highway	80
3rd Street - Williams Street to Livingston Street	Secondary Highway	80
2nd Street - Williams Street to Livingston Street	General Local Road	60
1st Street - Williams Street to Livingston Street	Secondary Highway	80
San Gorgonio Avenue- Williams Street to Livingston Street	General Local Road	60
Murray Street - Williams Street to Livingston Street	General Local Road	60
Alessandro Road - Williams Street to Livingston Street	Secondary Highway	80
Martin Road - Williams Street to Livingston Street	General Local Road	60

FIGURE 6



CITY OF BANNING
DOWNTOWN CIRCULATION &
STREET IMPROVEMENT PLAN

5. Scenic Routes

In recognition of the scenic resources in the City of Banning and the desirability for their preservation and enhancement, the Scenic Route designation has been included within the Circulation Element with specific policies designed to maintain the scenic atmosphere.

Designated Route State Hwy 243: From the Banning City Limits south to Mountain Center.

State Eligible Route Interstate 10: San Bernardino County Line east 25 miles to the junction with State Highway 62. This highway is an entry way to the County and a transition into the Coachella Valley.

Proposed Routes

Interstate 10 The California Master Plan of State Highways eligible for Official Scenic Highway designation identifies I-10 as a State Eligible Route from the San Bernardino County line east 25 miles to its junction with Highway 62.

San Gorgonio Avenue San Gorgonio Avenue is proposed to be a candidate for a Scenic Route designation. This includes the segment from I-10 to the northerly City Limits Street and the segment from Lincoln Street to the southerly City limits, where the street connects to the current Scenic Route State Highway 243.

Bluff Street Bluff Street is proposed to be designated as a Scenic Route from San Gorgonio Avenue extending to the north and then traveling south to Sunset Avenue.

6. Truck Routes

The implementation of truck routes shall be considered to avoid or mitigate potential environmental hazards resulting from existing and future truck travel. Interior collector street systems for commercial and manufacture developments shall be assigned to accommodate the movement of heavy trucks. Existing truck routes currently occur at Hathaway Street in a predominantly residential neighborhood. Potential truck routes shall include Livingston Street and Lincoln Street due to their close proximity to I-10 and the predominate commercial and manufacturing land use zoning in this sector of the City, see Figure 6, Banning Circulation Element Map, for more information. Once Eighth Street is extended to connect to State Highway 243, it is anticipated that the truck route designation will be shifted from San Gorgonio Avenue to the new route.

7. Bridges and Culverts

Due to the hydrological features unique to the City of Banning, a large number of culverts and or bridges will be needed to provide all residents of the City with all weather crossings. Hydrological analysis shall be completed, on a project by project basis, to determine the necessity of constructing a bridge versus a culvert at the locations cited in Table VIII. Thus, the term "bridge" in Table VIII may require a culvert based upon the local hydrology.

TABLE VIII
BRIDGES AND CULVERTS

Roadway Segment	Facility	Designation	R/W (ft)
Sunset Ave. (at the Pershing Channel)	New Bridge	Secondary Highway	80
8th Street (at Montgomery Creek)	New Bridge	Major Highway	105
Wilson Street (at Smith Creek)	New Bridge	Major Highway	105
Sun Lakes Boulevard (at Smith Creek)	New Bridge	Major Highway	105
Westward Avenue (at Pershing Channel and Montgomery Creek)	Two New Bridges	General Local	60
Wesley Street (at Montgomery Creek)	New Bridge	General Local	60
Porter Road (at Smith Creek)	New Bridge	General Local	60
Porter Road (at Pershing Channel, and two locations over Montgomery Creek)	Three New Bridges	Secondary Highway	80
Ramsey Street (at Smith Creek and Pershing Channel)	Two New Bridges	Major Highway	105
Lincoln Avenue (at East/West Forks of Smith Creek, Pershing Channel, and Montgomery Creek)	Four New Bridges	Major Highway	100

8. Bicycle and Pedestrian Routes

Bikeways are one element of an effort to improve bicycling safety and convenience - either to help accommodate motor vehicle and bicycle traffic on shared streets, or to compliment the street system to meet the needs of the cycling public.

Off-street bikeways in exclusive corridors can be effective in providing new recreational opportunities, or in some instances, desirable routes. On-street bikeways can serve to enhance safety and convenience, especially if other commitments are made in conjunction with establishment of bikeways, such as: elimination of parking or increasing street width, elimination of surface irregularities intersection priority for the bike route street as compared with the majority of cross streets, and installation of bicycle-sensitive loop detectors at signalized intersections.

Class I Bikeway - Bike Path

Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized. Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths can either provide a recreational opportunity or can serve as a direct high-speed commute route if cross flow by vehicles can be minimized. The most common locations of bike paths are along rivers, utility rights-of-way, abandoned railroad rights-of-way or within parks.

Class II Bikeway - Bike Lane

Provides a striped lane for one-way bike travel on a street or highway. Bike lanes are striped and established within the street right-of-way to promote an orderly flow of traffic by reserving a lane for bike travel. Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. Even more important, implementation of bike lanes will accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets.

Class III Bikeway - Bike Route

Provides for shared use with pedestrian or motor vehicle traffic. Bike routes are shared facilities which serve either to:

1) Provide continuity to other bicycle facilities (usually Class II); or

2) Designate preferred routes through high demand corridors.

Class III bike routes are intended to provide continuity to the bikeway system by establishing routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway lanes. Bike routes are shared facilities, either with motor vehicles on the streets, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Bike routes are established by placing bike route signs along streets.

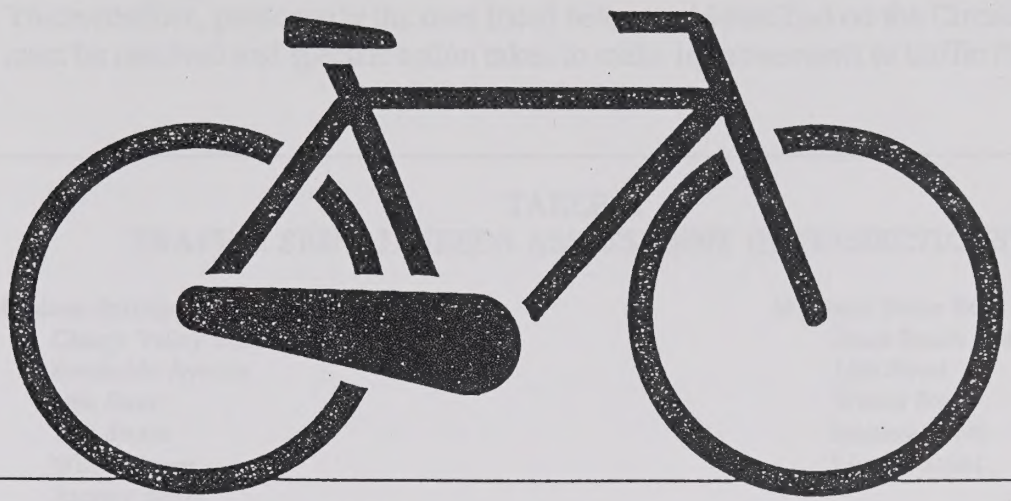


TABLE IX - Recommended Bikeways

ROUTE	SEGMENT	CLASS	RIGHT OF WAY
Wilson Street	Highland Spr. Ave. to Eighth Street	II - Lane	Striped bike lane on vehicular Right of Way
	Eighth Street to Hathaway Street	III - Route	Bicycles are secondary to pedestrians/vehicles
	Hathaway Street to Cottonwood Road	II - Lane	Striped bike lane on vehicular Right of Way
Westward Avenue	Highland Spr. Ave. to Fields Rd.	II - Lane	Striped bike lane on vehicular Right of Way
Highland Springs Road	Cherry Valley Blvd. to Wilson St.	I - Path	Exclusive bicycle use
	Wilson Street to Westward Avenue	III - Route	Bicycles are secondary to pedestrians/vehicles
Highland Home Road	Cherry Valley Blvd. to Sun Lakes Blvd.	II - Lane	Striped bike lane on vehicular Right of Way
Sunset Avenue	Wilson Street to Westward Avenue	II /III	Striped bike lane/shared route, as appropriate
Fields Road	N. city limits to Westward Ave.	II - Lane	Striped bike lane on vehicular Right of Way
Hathaway Street	Wilson Street to Porter Road	II/III	Striped bike lane/shared route, as appropriate
Porter Street	Hathaway Street to Park Entrance	II/III	Striped bike lane/shared route, as appropriate
Black Bench Road	Cherry Valley Blvd. to Bluff Street	I - Path	Exclusive bicycle use
Bluff Street	Black Bench Road to Sunset Avenue	II - Lane	Striped bike lane on vehicular Right of Way
Sunset Avenue	Bluff Street to Wilson Street	II - Lane	Striped bike lane on vehicular Right of Way

9. Traffic Signals

Areas of traffic congestion and/or conflict shall receive continued review and evaluations by the City. These conflict, particularly the ones listed below and identified on the Circulation Element Map, must be resolved and specific action taken to make improvements to traffic flow and traffic safety.

TABLE X
TRAFFIC SIGNAL NEEDS ASSESSMENT (INTERSECTIONS)

Highland Springs Avenue @
- Cherry Valley Boulevard
- Brookside Avenue
- 16th Street
- 12th Street
- Wilson Street
- Ramsey Street
- Sun Lakes Boulevard
- Potrero Boulevard

22nd Avenue @
- Ramsey Street
- Lincoln Street
- Westward Avenue

16th Street @
- Ramsey Street

San Gorgonio Street @
- Wilson Street
- Ramsey Street
- Lincoln Street
- Westward Avenue
- Porter Road

Hargrave Street @
- Lincoln Street
- Ramsey Street
- Westward Avenue
- Porter Road

Westward Avenue @
- Lincoln Street

Highland Home Road @
- Black Bench Road
- 16th Street
- Wilson Street
- Ramsey Street
- Lincoln Street

Sunset Avenue @
- Wilson Street
- Ramsey Street
- Lincoln Street
- Westward Avenue

8th Street @
- Wilson Street
- Ramsey Street
- Lincoln Street
- Westward Street
- Porter Road
- San Gorgonio Avenue

4th Street @
- Ramsey Street

Fields Road @
- Ramsey Street
- Westward Avenue

Hathaway Street @
- Ramsey Street
- Westward Avenue
- Porter Road

C. CIRCULATION POLICIES

Implementation of the following policies will accomodate the traffic generated by proposed development which is consistent with the other policies and programs found within the Banning Circulation Element. A specific finding in subsequent California Environmental Quality Act documentation should be made that the proposed project/development is consistent with the Goals, Objectives, Policies and Programs of the Banning Circulation Element.

1. Rights of Way and Dedications

a. Necessary rights of way dedications shall be made by developers and land dividers as part of the land use review process.

b. Rights of way dedications shall be aligned to match with existing dedications along adjacent parcels and shall be of a width consistent to the ultimate general plan design standard of the street.

c. All street dedications shall relate to the overall existing and proposed street systems of the immediate area surrounding a proposed development.

d. Dedications outside of street rights of way may be necessary to establish slope stability and/or drainage structures. These dedications shall be made by the developers or land dividers during the land division and land use review process to the City.

e. Street rights of way and improvements shall be primarily determined by land use and corresponding expected level of service (LOS). LOS "C" shall be maintained on City of Banning streets.

2. Street Improvements

a. Private land developments shall be required to provide all on-site street and auxiliary facility improvements necessary to mitigate any development generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project related impacts to the circulation system and its auxiliary facilities.

b. All developments shall be required to mitigate all significant impacts which they will place upon the circulation system. Off-site improvements shall be required with developments when necessary to mitigate increase travel demand or relieve potential access, congestion or safety problems generated by the development. Such off-site improvements will be provided by the developer or by other City -approved financing mechanisms, including State or Federal funds.

c. All identified impacts to the circulation system by the proposed land development shall be mitigated by the developer in conformance to requirements established by the responsible agency.

3. Alignment

a. Curves and grades shall be designed to permit safe movement of vehicular traffic at the street's design speed. The design speed is based upon the criteria established in the definitions section above for each individual street type.

4. Access

a. Dedicated and recorded public access shall be provided to all parcels of land, except as provided for under the statutes of the State of California.

b. All weather access shall be provided to all developed areas.

c. Access points and intersections of streets and highways shall be limited based upon the street classification and function of classification. Thus, direct access shall be restricted along major highways to approved points of ingress and egress through relinquishing access rights to the City.

d. Where direct access to a major highway is necessary, limit the number of access points to one point per 300 feet of frontage or one point per parcel if the parcel is less than 300 feet wide.

5. Intersections

a. All street intersections shall be designed to assure the safe, efficient passage of through traffic and negotiation of turning movements. This means that all intersection operation should operate at a LOS "C" or better during non-peak periods.

d. Sight distances shall be adequate to provided for safe vehicular movement at the street's design speed.

e. Setbacks allowing for clear, unobstructed sight distance shall be provided at all intersections.

6. Major Highways/Secondary Highways/General Local Streets

a. Major Highways/Secondary Highways/General Local Streets shall be identified on a map and improved as area development and circulation needs warrant.

b. Whenever possible, improvements shall be made with financing mechanisms which equitably distribute the costs of street improvements among those who benefit.

7. Public Health Safety and Welfare

a. Provisions for the health safety and welfare of the general public shall take priority in the design of circulation system.

b. The circulation system should be designed to avoid or mitigate significant environmental hazards.

c. Adequate measures shall be taken to protect City residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers or a combination thereof shall be provided along freeways, major highways, and secondary highways (four lane facilities) to protect adjacent noise-sensitive land uses from traffic-generated noise impacts.

d. All streets located within identified flood areas shall be provided with adequate flood control measures.

e. Streets shall be located outside of identified floodplains, wherever possible.

8. Transportation Demand Management

a. New developments shall comply, if applicable, with Chapter 13B of the Banning Ordinance Code establishing "Employment-Related Vehicle Trip Reduction Program".

9. Downtown Circulation and Street Improvement Plan

a. Develop one-way couplet on Livingston Street and Ramsey Street.

b. New on-street parking will be provided on north-south streets. This parking will be limited to two-hour customer parking during normal working hours.

c. New public parking lots will be provided, conveniently distributed for access to the core of the commercial area currently most impacted parking.

d. Signs will be provided at strategic locations to direct customer traffic to public parking areas.

e. Parking for future commercial developments must, by current code, be provided privately on-site parking. Shared parking arrangements should be encouraged wherever possible, driveway accesses that reduce potential on-street parking, and to decrease parking space requirements where business hours are not concurrent.

10. Scenic Routes

a. Outstanding scenic vistas and visual features shall be preserved and protected for the enjoyment of the traveling public.

b. When feasible, bicycle trails and other compatible public recreation facilities shall be incorporated within Scenic Corridors.

c. The design and appearance of new structures and/or equipment within State Scenic Highway Corridors shall be compatible with the scenic setting and environments.

d. All new development within official State and City Scenic Highway Corridors should maintain at least a 50 foot setback from the edge of the right-of-way.

e. No off-site outdoor advertising displays shall be allowed if they are visible from an official State Scenic Highway.

f. The size, height, and type of on-premise signs within Scenic Route Corridors shall be the minimum necessary for identification. The design, materials, color, and location of on-premise signs shall blend in with the environment, utilizing natural materials where possible.

g. Trees and streetside plantings within Scenic Corridors shall be utilized to protect and enhance views from the street.

h. Landscaping should be encouraged into the streetscape to enhance street frontage. Plant materials should be selected that are drought tolerant and require low maintenance. Landscaped planter should be incorporated into off-street parking in the downtown area to provide relief from the existing hardscape.

11. Truck Routes

a. Developments shall comply with City of Banning Resolution No. 1976-30 when proposing new or modifying existing truck routes. Once Eighth Street is extended southerly to intersect with San Gorgonio Avenue/State Highway 243, it is anticipated that the truck route designation will be shifted from San Gorgonio Avenue to the new route.

12. Bicycle and Pedestrian Routes

a. The construction of bikeways shall be encouraged on all development projects.

b, New development projects shall be considered for condition of dedication, development and continuing maintenance of bikeways. This particularly includes Highland Springs Avenue, Highland Home Road, Sunset Avenue, Wilson Street and Westward Avenue.

c. Cost analysis and funding alternatives should be considered in designating bikeway locations.

d. Bikeways should link major activity centers such as residential areas, employment centers, commercial facilities, recreation areas and education facilities.

e. Bikeways shall be located in aesthetically pleasing surroundings such as through parks, adjacent to scenic highways and near watercourses, whenever feasible.

f. All bikeway designs shall be provided to assure the safe movement of cyclists.

g. New development projects shall be reviewed for pedestrian facility needs and provisions shall be made for their installation.

13. Traffic Signals

a. Areas of traffic congestion and/or conflict shall be mitigated and shall receive continued review and evaluations by the City. The intersections identified in Table X (page 21) are at a critical level, conflicts must be resolved and specific action taken to make improvements to traffic flow and traffic safety. Traffic signals shall be installed where warrants are met.

IV. PROGRAMS

A. FUNDING MECHANISMS

The existing funding sources used for circulation improvements are limited. Thus, there is a need to provide additional viable funding sources to improve the City's transportation system and meet the goals of the General Plan. Funding sources available to the City of Banning include the implementation of a combined financing strategy of a Bridge and Thoroughfare Benefit District, Infrastructure Financing District, Mello Roos Community Facilities District, and a Traffic Signal Mitigation District.

1. Road and Bridge Benefit Districts:

The Area of Benefit should encompass the incorporated area of the City of Banning and potentially the unincorporated Sphere of Influence for the City of Banning. In order to implement a Road and Bridge Benefit District, all sections for streets and bridges should be that identified within this Circulation Element. Overcrossings and interchanges identified in this Circulation Element could also be included as facilities to be improved. Road improvement fees should be established for the Area of Benefit based upon the cost estimate for each major thoroughfare and bridge designation in the Area of Benefit. The costs should then be divided among the parcels in the area based upon types of land uses.

2. Infrastructure Financing District:

The implementation of an infrastructure financing district would fund both transportation facilities and other related facilities. This includes flood control levees and dams, retention basins, drainage channels and recreation facilities and open space. Another term for this type of financing district is Assessment District.

3. Traffic Signal Mitigation District:

A Traffic Signal Mitigation District will provide a method to defray costs of the traffic signals related to development projects. The Traffic Signal Mitigation District should identify and list projects to be considered for inclusion in the future. The Traffic Signal Mitigation District should include a boundary map, fee schedule, and policies for program administration, including prioritization of signal projects.

4. Mello Roos Community Facility District:

This financing tool should be implemented in where project proponents are also the major or singular land owner. Mello Roos financing can be required as a mitigation measure in the conditions of approval for residential development projects.

B. ACTION PROGRAMS and PRIORITIES

1. Banning Circulation Plan

The City of Banning shall continue to follow the provisions contained within the Banning Circulation Element as the basis for the present and future circulation system. Implementation of the policies found herein will maintain the integrity and function of circulation patterns within the City of Banning.

A key component of the plan is the basic assessment of the present circulation system's ability to handle traffic generated by development projects, thereby ensuring that future land uses can be accommodated within the overall circulation network. This assessment was used as the basis for updating the circulation maps which designate the location and ultimate right of way of streets within the City of Banning. While these maps are to be used as a guide in determining right of way dedications and street improvements necessary for development proposals, the final highway designations and alignments will also be subject to compliance with the goals, objective, policies and programs in this plan.

2. Updates

The City of Banning Circulation Element should be reviewed periodically to ensure that it reflects the needs of the city.

3. Traffic Program

Warrants for the installation of traffic control devices shall be adopted and implemented by the City. A program of surveying high accident locations and taking action to eliminate causes shall be initiated and implemented.

3. Capital Improvement Plan

The City of Banning shall, on a yearly basis, determine the projects scheduled for improvement during the fiscal year. The Capital Improvement Plan should be based upon the following listing of projects identified as needing to be completed.

- Construct and improve Circulation Element streets as traffic warrants and development projects are conditioned.
- Traffic signals shall be installed at intersections as warrants justify.
- Traffic control devices shall be reviewed for compliance with standard Federal and State laws and where needed bring them into compliance. First priority shall be given to school

crossing zones.

- A sidewalk repair program shall be administered. This shall include removal of high plant growth from the park strips and construction and maintenance of wheel chair ramps to improve pedestrian safety.

APPENDIX A

REFERENCES

State of California General Plan Guidelines. Office of Planning and Research, Sacramento, California, 1987.

Riverside County Comprehensive General Plan, adopted March 6, 1984, by Resolution No. 84-77. Fourth Edition, amended December 19, 1989.

Goals and Policies of the Banning General Plan, adopted May 1986, by Resolution Nos. 1986-01 and 1986-32.

Transportation and Land Development, Prentice Hall, Englewood Cliffs, New Jersey, 1988.

The California Environmental Quality Act. Office of Planning and Research. Dawn L. Inman, Publications Coordinator, June 1986.

Banning Municipal Airport Master Plan Report, dated December 1990.

City of Banning Parks and Recreation Master Plan, dated December, 1990.

City of Banning Downtown Circulation and Street Improvement Plan, dated 1984.

Deutsch Planned Community Specific Plan Amendment, dated November, 1989.

Public Works Specifications for the City of Banning, dated June 1, 1983.

Traffic Impact Study, Sunset Avenue and Westward Avenue, dated September, 1990.

Traffic Impact Study, Sunset Avenue and Westward Avenue, dated, June, 1991.

Map in one sheet entitled "City of Banning Zoning Map," dated October, 1990.

Map in one sheet entitled "City of Banning Street Map," dated April 1990.

Highway Capacity Manual: Special Report 209. Transportation Research Board National Research Council, 1985.

Subdivision Map Act. California Council of Civil Engineers and Land Surveyors, 1991.

Air Quality Management Plan. Southern California Association of Governments, by Resolution 89-272-6, dated March, 1989.

Draft Congestion Management Plan. Riverside County Transportation Commission, dated June 29, 1992.

Draft Air Quality CEQA Air Quality Handbook. Air Quality Management District, dated June, 1992.

Evaluation of Travel Demand Management Measures to Relieve Congestion. U.S. Department of Transportation, Washington D.C., February 1990.

A Directory of California Trip Deduction Ordinances. Second Edition. California Department of Transportation, January 1990.

Riverside County Ordinance No. 460.

Riverside County Ordinance No. 461.

APPENDIX B

ENVIRONMENTAL ASSESSMENT

Banning Circulation Element Update

Pursuant to: GUIDELINES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, SECTION 15063

DETERMINATION

NEGATIVE DECLARATION: _____

Based on the Initial Study, it is determined that the proposed project will not have a significant effect on the environment.

MITIGATED NEGATIVE DECLARATION: _____X_____

Based on the Initial Study, it is determined that the proposed project will have a significant effect on the environment, however, the project has been revise or mitigation measures have been proposed which reduce all impacts to a level of insignificance.

POSITIVE DECLARATION: _____

Based on the Initial Study, it is determined that the proposed project will or may have a significant effect on the environment, or all impacts may or may not be mitigated to a level of insignificance, therefore, a positive finding was made and an Environmental Impact Report will be prepared.

FINDINGS

1. The proposed project consists of a complete revision to the existing City Circulation Element. The element is designed so that it is a stand alone document for the purpose of addressing the City's circulation needs.

2. Appropriate environmental analysis will be completed for individual project, including relocation analysis if required. Sufficient mitigation will be provided to mitigate impacts on a project by project basis.

3. The proposed Circulation Element will provide city wide circulation.

CONCLUSIONS

1. The proposed project will not result in significant environmental impacts as identified in the Initial Study.

2. The proposed project will provide improved circulation for the City of Banning.

3. The proposed project is consistent with the City of Banning General Plan, Park Master Plan and city ordinances.

PROJECT LOCATION:

The project site encompasses the City of Banning and the City's Sphere of Influence.

PROJECT DESCRIPTION AND NEED: The proposed project consists of an update to the City of Banning Circulation Element. The Circulation Element has not been updated since the

General Plan was originated in the early 1980's. This document provides a means for conditioning development for future improvements and at the same time provides an analysis of the future needs based upon the existing and planned land use within the city and it's sphere of influence.

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

This checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need to clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

		Yes or No	If yes, is it signifi-cant? No, Yes, or *
PHYSICAL. Will the proposal either directly or indirectly:			
1.	Change the topography or ground surface relief features?	No	
2.	Destroy, cover, or modify any unique geologic or physical features?	No	*
3.	Result in unstable earth surfaces or exposure of people or property to geologic hazards?	No	
4.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	Yes	No*
5.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
6.	Result in an increase in the rate of use of any natural resource?	No	
7.	Result in the substantial depletion of any nonrenewable resource?	No	
8.	Violate any published Federal, State, or local standards pertaining to solid waste or litter control?	No	
9.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	Yes	No*
10.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	Yes	No*
11.	Adversely affect the quantity or quality of surface water, ground water, or public water supply?	No	

*See following section: Discussion of Environmental Evaluation and Mitigation Measures

		Yes or No	If yes, is it signifi-cant? No, Yes, or *
PHYSICAL. Will the proposal either directly or indirectly:(cont.)			
12.	Result in the use of water in large amounts or in a wasteful manner?	No	
13.	Affect wetlands or riparian vegetation?	No	*
14.	Violate or be inconsistent with Federal, State, or local water quality standards?	No	*
15.	Result in changes in air movement, moisture, or temperature, or any climatic conditions?	No	
16.	Result in an increase in air pollutant emissions, or adverse effects on or deterioration of ambient air quality?	No	*
17.	Result in the creation of objectionable odors?	No	
18.	Violate or be inconsistent with Federal, State or local air standards or control plans?	No	*
19.	Result in an increase in noise levels or vibration for adjoining areas?	No	*
20.	Violate or be inconsistent with Federal design noise standards?	No	
21.	Produce new light, glare, or shadows?	No	
BIOLOGICAL. Will the proposal result in (either directly or indirectly):			
22.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	No	
23.	Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare, or endangered species or plants?	No	
24.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	No	

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

		Yes or No	If yes, is it significant? No, Yes, or *
BIOLOGICAL. Will the proposal result in (either directly of indirectly): (cont.)			
25.	Reduction in acreage of any agricultural crop or commercial timber stand?	No	
26.	Removal or deterioration of existing fish or wildlife habitat?	No	
27.	Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	No	
28.	Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare or endangered species of animals?	No	
29.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	No	
SOCIAL AND ECONOMIC. Will the proposal directly or indirectly:			
30.	Cause disruption of orderly planned development?	No	
31.	Be inconsistent with any elements of adopted community plans, policies, or goals, the Governor's Urban Strategy or the Presidents National Urban Policy (if NEPA project)?	No	
32.	Affect the location, distribution, density, or growth rate of the human population of an area?	No	*
33.	Affect life-styles, or neighborhood character or stability?	No	
34.	Affect minority or other specific interest groups?	No	
35.	Divide or disrupt an established community?	No	
36.	Affect existing housing, require the displacement of people or create a demand for additional housing?	No	*

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

		Yes or No	If yes, is it significant? No, Yes, or *
SOCIAL AND ECONOMIC. Will the proposal directly or indirectly: (cont.)			
37.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	No	
38.	Affect property values or the local tax base?	No	
39.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	No	
40.	Affect public utilities, police, fire, emergency or other public serves?	No	*
41.	Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	No	*
42.	Affect vehicular movements or generate additional traffic?	No	*
43.	Affect or be affected by existing parking facilities or result in a demand for new parking?	No	
44.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or upset condition?	No	
45.	Result in alterations to waterborne, rail or air traffic?	No	
46.	Affect public health, expose people to potential health hazards, or create a real or potential health hazard?	No	
47.	Affect any significant archaeological or historic site, structure, object or building?	No	*
48.	Affect natural landmarks or man-made resources?	No	
49.	Affect any scenic vistas or view open to the public, or creation of an aesthetically offensive site open to public view?	No	
50.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	Yes	No*

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

		Yes or No	If yes, is it significant? No, Yes, or *
MANDATORY FINDINGS OF SIGNIFICANCE			
51.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate important examples of the major periods of California history or prehistory?	No	
52.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No	
53.	Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	No	
54.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No	

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

CHECKLIST DISCUSSION:

EARTH (2, 3, 4):
The topography of Banning includes the relatively flat lands on the floor of the Pass, on the Banning Bench, and the Banning Canyon Bottomlands. These flat areas are well defined by the slopes of the San Bernardino Mountains, the slopes forming the Bench area, and the San Jacinto Mountains. Streets proposed in areas with specific topographic features, alignment and construction shall be tailored as much as possible to the existing topography.

Erosion can be controlled by various practices and techniques. Erosion control measures shall be implemented as required by the City of Banning to reduce potential impacts. Erosion Control Plans as required by the National Pollution Discharge Elimination System (NPDES) shall be implemented when necessary.

WATER (9, 10, 13, 14):
The Banning area is traversed by the San Gorgonio River, Smith Creek, Montgomery Creek, Potrero Creek, and many other minor water courses. Implementation of the project has the potential to result in erosion which may modify the channel of a river or a stream. This includes, but is not limited to, the areas associated with the San Gorgonio River, Smith Creek, Potrero Creek and Montgomery Creek. In addition, portions of the Banning area are located within the 100 year Floodplain. Construction of streets identified in the Circulation Element by alter the existing drainage patterns or will traverse the 100 year Floodplain. If there are any alterations of the natural drainage courses, the project may be required to have approval from the City of Banning Engineering Department and one or more of the following as mitigation for potential impacts: Riverside County Flood Control and Water Conservation District, United States Army Corps of Engineers, and the California Department of Fish and Game.

AIR (16, 18):
The Banning area is located in the South Coast Air Quality Management District (SCAQMD) Air Monitoring Area No. 29. The primary pollutants of impact recorded at this station include ozone and suspended particles (PM10). Air quality in Banning exceeded the Federal Ozone Standard on 60 days in 1989, and on 43 days in 1990; and exceeded the State Standard on 112 days in 1989, and 0 days in 1990. Local Air quality exceeded the Federal PM10 Standard on 2 days in 1989, and 0 days in 1990; and exceeded the State Standard on 20 days in 1989, and on 11 days in 1990. Air pollutants will be emitted by street construction, as well as emissions from motor vehicles traveling within the City.

The City shall participate in the development and update of the regional air quality management plans required under Federal and State Law. The City shall work with SCAQMD in developing air strategies and tactics to mitigate potential impacts. Air quality mitigation measures to reduce pollutants include, but are not limited to, the following:

- Bicycle Facilities
- Transit Facilities
- Park and Ride Facilities
- Carpool Preferential Parking Programs

Additionally, further air quality analysis and studies may be required when specific projects reach the project planning stage and are of significant size according to the "Air Quality CEQA Handbook" developed by the South Coast Air Quality Management District.

NOISE (19):
Banning is traversed by the I-10 Freeway and the Southern Pacific mainline railroad. These Transportation facilities are identified as substantial noise sources in the Banning General Plan. Special considerations, reviews and studies shall be completed at the development stage, where needed, to determine potential impacts and required mitigation.

POPULATION/HOUSING (32, 36):
Implementation of the project may alter the location, distribution, density, growth rate of the population in the area and housing. Implementation of the project would allow expansion of the existing circulation system which would then allow the population and housing to expand along with the circulation system. The additional population and housing would increase the vehicle miles traveled, thereby affecting air quality. Please refer to item No. 2 "Air Quality" for appropriate mitigation measures.

Implementation of the project may require relocation of existing housing and/or businesses in some locations, however, at the City Council's discretion in consultation with the City Engineer, a reduced standard may be implemented to avoid relocation impacts.

UTILITIES (40):
The Circulation Element may impact natural gas lines, water, and drainage with a result in a need for new systems or alterations of existing ones. The construction of streets shall be evaluated and reviewed at the development stage to determine potential impacts and adequate mitigation measures to utilities.

TRANSPORTATION (41,42):
Implementation of the project may generate additional vehicle trips which will impact the existing circulation system. The Circulation Element proposes to alter existing parking facilities, primarily in the downtown area.

The Circulation Element is being proposed to implement the Land Use policies and specific projects already adopted by the City of Banning. Necessary Rights-of Way dedications and alignments shall be made by project proponents and shall be consistent with the revised circulation element. Street Rights-of-Way and improvements shall be primarily determined by land use and travel demand. Standards and guidelines outlined in the Circulation Element shall be utilized to mitigate potential impacts to transportation systems.

ARCHAEOLOGICAL/HISTORICAL (47):
Implementation of the project may require additional studies to address archaeological and historical impacts associated with relocation of existing buildings in some locations, however, at the City Council's discretion in consultation with the City Engineer, a reduced standard may be implemented to avoid potential archaeological/historical impacts.

CONSTRUCTION (50):
Fugitive dust and equipment/vehicle noise will be produced through grading and trenching activities necessary for project implementation. Also, construction vehicles and equipment will produce short-term exhaust emissions including carbon monoxide and oxides of nitrogen. Finally, construction vehicles may impede traffic movement on state Route 79 and Nicolas Road.

Measures to reduce construction related impacts are as follows:

- Construction activities shall only take place during daytime hours. Monday through Saturday, in order to reduce noise impacts during sensitive time periods.

- All construction equipment, fixed or mobile, operated within 1,000 feet of a dwelling shall be equipped with properly operating and maintained mufflers.

- Stationary equipment shall be placed such that emitted noise is directed away from sensitive noise receivers such as residential areas.

- Stockpiling and vehicle staging areas shall be located as far as practical from occupied dwellings.

- Construction shall be staged so that only limited segments of impacted streets are affected at any one time.

- Traffic control and/or detour plans shall be prepared prior to each phase of construction. All traffic warning and control devices shall comply with the provisions of the State of California Manual of Traffic Controls.

- The City of Banning Police Department and Fire Departments shall be notified of construction at least one (1) month in advance as to the particulars of the project (i.e., project time schedule, and areas to be disrupted, etc.). This action would give the departments sufficient time to notify it personnel of any significant impediments to traffic.

- Where feasible, construction activities and lane closures shall occur primarily during non-peak driving periods.

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